

BookletChart™



Intracoastal Waterway – Charlotte Harbor to Tampa Bay

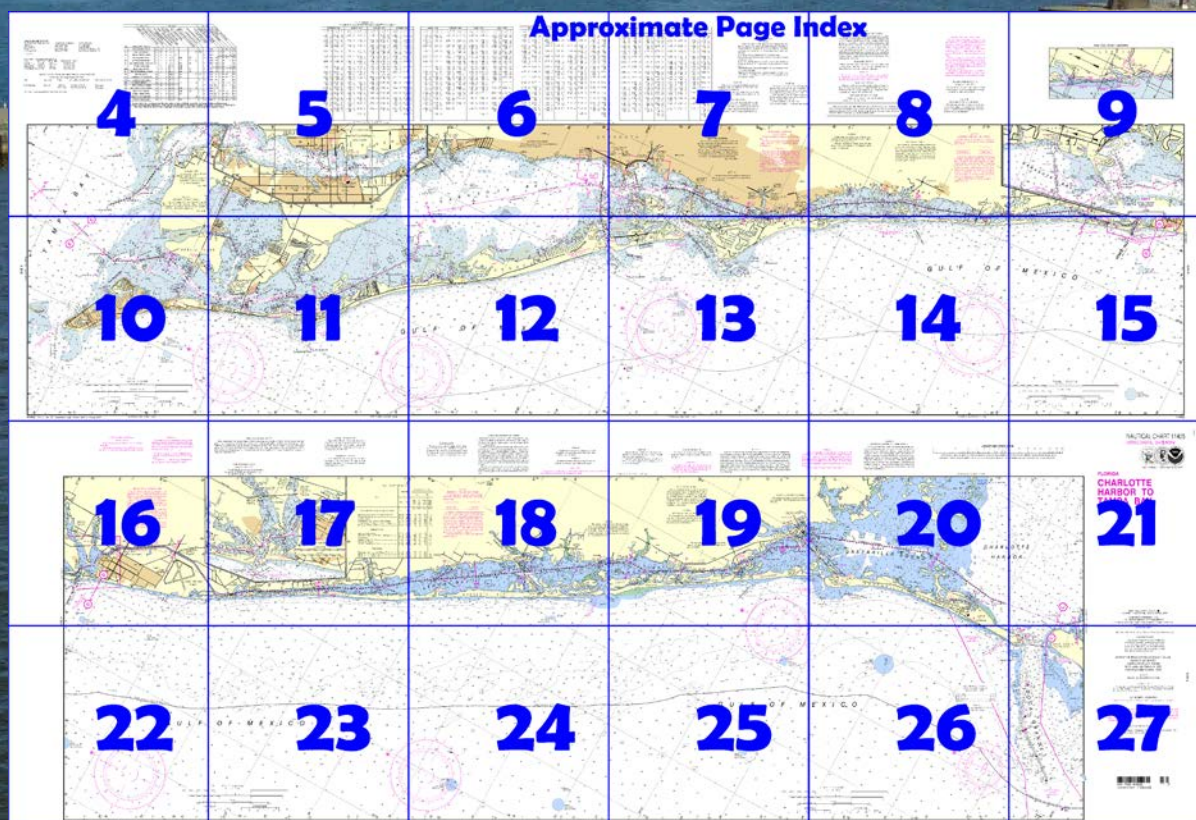
NOAA Chart 11425

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

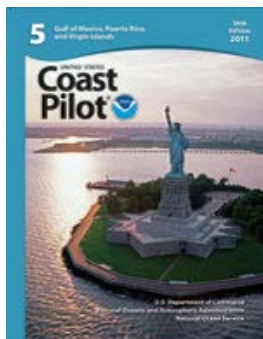
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11425>.



(Selected Excerpts from Coast Pilot)
Charlotte Harbor, about 60 miles SSE from Tampa Bay, is the approach to Port Boca Grande, Boca Grande, Punta Gorda, and several smaller settlements. On the S side Charlotte Harbor opens into Pine Island Sound and on the N side into Gasparilla Sound, which are described in chapter 12 in connection with the Intracoastal Waterway. Matlacha Pass, on the S side, has been described earlier in this chapter.
Port Boca Grande on the inner side of the S

end of Gasparilla Island is an important petroleum receiving port. The town of **Boca Grande** is about 2 miles to the N.

Prominent features.—In the approach to the entrance from the S or SW,

the first object sighted in daytime should be **Gasparilla Island Light** (26°44'31"N., 82°15'48"W.), 1.5 miles from the S end of Gasparilla Island. The light, 105 feet above the water, is shown from a white hexagonal pyramidal skeleton tower, enclosing a stair cylinder. A red sector in the light from 001° to 045° covers the shoals W of Cayo Costa S of the entrance.

Upon closer approach, the loading transporter and sampling tower at the abandoned phosphate terminal, the large storage sheds at the marina at Port Boca Grande, and four storage tanks about 0.4 mile N of the end of the island will be seen. A water tank and a microwave tower at the town of Boca Grande also are prominent. **Port Boca Grande Light** (26°43'02"N., 82°15'39"W.), 41 feet above the water, is shown from a white frame dwelling on the S end of the island. Close SW of the light, the tower and attached dwelling of the former lighthouse are prominent.

Anchorage.—Vessels should anchor in the **Charlotte Anchorage**, SW of the **Safety Fairway**. (See 166.100 through 166.200, chapter 2.) In addition, good anchorage in Charlotte Harbor for large vessels is in depths of 20 to 40 feet at the inner end of the entrance channel; the holding bottom is good. This is the anchorage used by vessels waiting for loading berths at Port Boca Grande. The anchorage affords excellent shelter from all winds, and is used as a harbor of refuge by coasting vessels and others. Small vessels can anchor almost anywhere in Charlotte Harbor. Good depths for small craft can be found close inshore between Port Boca Grande and Boca Grande. Small craft also can use the lagoon at Boca Grande. In 1996, a submerged wreck was reported 0.7 mile E of the anchorage in position 26°38.2'N., 82°17.7'W. Another good anchorage for small craft has been reported between **Johnson Shoals** and the NW side of Cayo Costa. Depths in the anchorage are 7 to 11 feet, but only craft drawing less than 5 feet can enter through the unmarked swash channel along the NW side of Cayo Costa.

Dangers.—Numerous floating piles have been reported in Charlotte Harbor and adjacent waterways, and in Boca Grande Channel and its approaches.

Currents.—The tidal currents in the entrance channel average 2.2 knots at strength. The ebb current, which is said to attain occasionally an extreme velocity of 3 to 4 knots, depending also upon the force and direction of the wind. In the harbor channel between Cape Haze and the N end of Pine Island, the average velocity of the current is 0.5 knot. In Matlacha Pass at Little Pine Island bridge the current floods to the SE with an average velocity of 0.6 knot; the ebb current is weak and variable. To the N at the Myakka River bridges the current floods to the NW with an average velocity of 0.5 knot; the ebb current is weak and variable. In Peace River the current floods to the NE and ebbs to the SW with an average velocity of about 0.4 knot at strength.

The coast between Charlotte Harbor and Tampa Bay trends about NW by N, and has a nearly straight sand beach that is broken in places by small inlets. Back of the barrier islands are shallow bays and lagoons which can be entered from the Gulf of Mexico through Gasparilla Pass, Stump Pass, Venice Inlet, Big Sarasota Pass, New Pass, and Longboat Pass. Most of these passes, though marked, are subject to change, and the aids are frequently shifted in position. The low shore is wooded nearly to the water's edge and has few prominent features except in the vicinity of Boca Grande, Venice, and Sarasota, and for the 720-foot Venice Fishing Pier, about 2.5 miles S of the entrance to Venice Inlet. The pier is reported marked at its end by two fixed red lights.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

MARINE WEATHER FORECAST
NATIONAL WEATHER SERVICE
Miami, FL
Key West, FL
Tampa Bay, FL
Tallahassee, FL

TELEPHONE NUMBERS
(305) 229-4522
(305) 295-1316
(813) 645-2506
(850) 942-9833

OFFICE HOURS
24 Hours daily
24 Hours daily
8:00 AM-4:00 PM (Mon-Fri)
8:00 AM-5:00 PM (Mon-Fri)

*Recorded

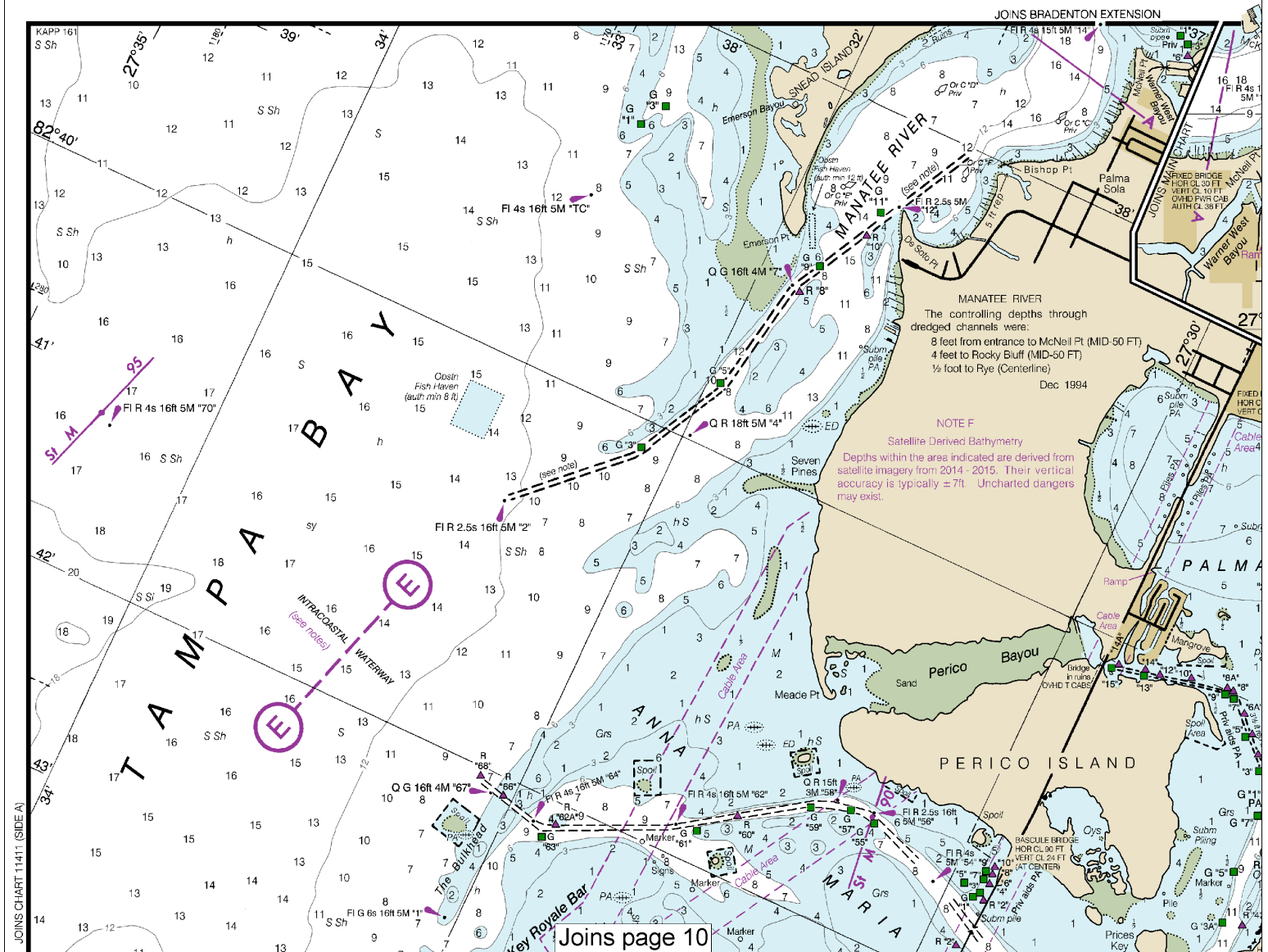
NOAA WEATHER RADIO BROADCASTS
CITY STATION FREQ. MHz BROADCAST TIMES
Tampa, FL KHB-32 162.55 24 Hours daily
Fort Myers, FL WXK-83 162.475 24 Hours daily
Sarasota, FL WWG-59 162.40 24 Hours daily
Largo Marine, FL KEC-33 162.450 24 Hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
St. Petersburg, FL	NMA-21	2670 kHz 157.1 MHz	9:20 AM, 9:20 PM 8:00 AM & 6:00 PM	*On receipt *On receipt

*Preceded by announcement on 2182 kHz/156.8 MHz



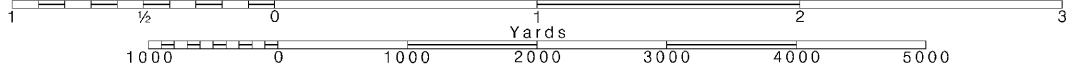
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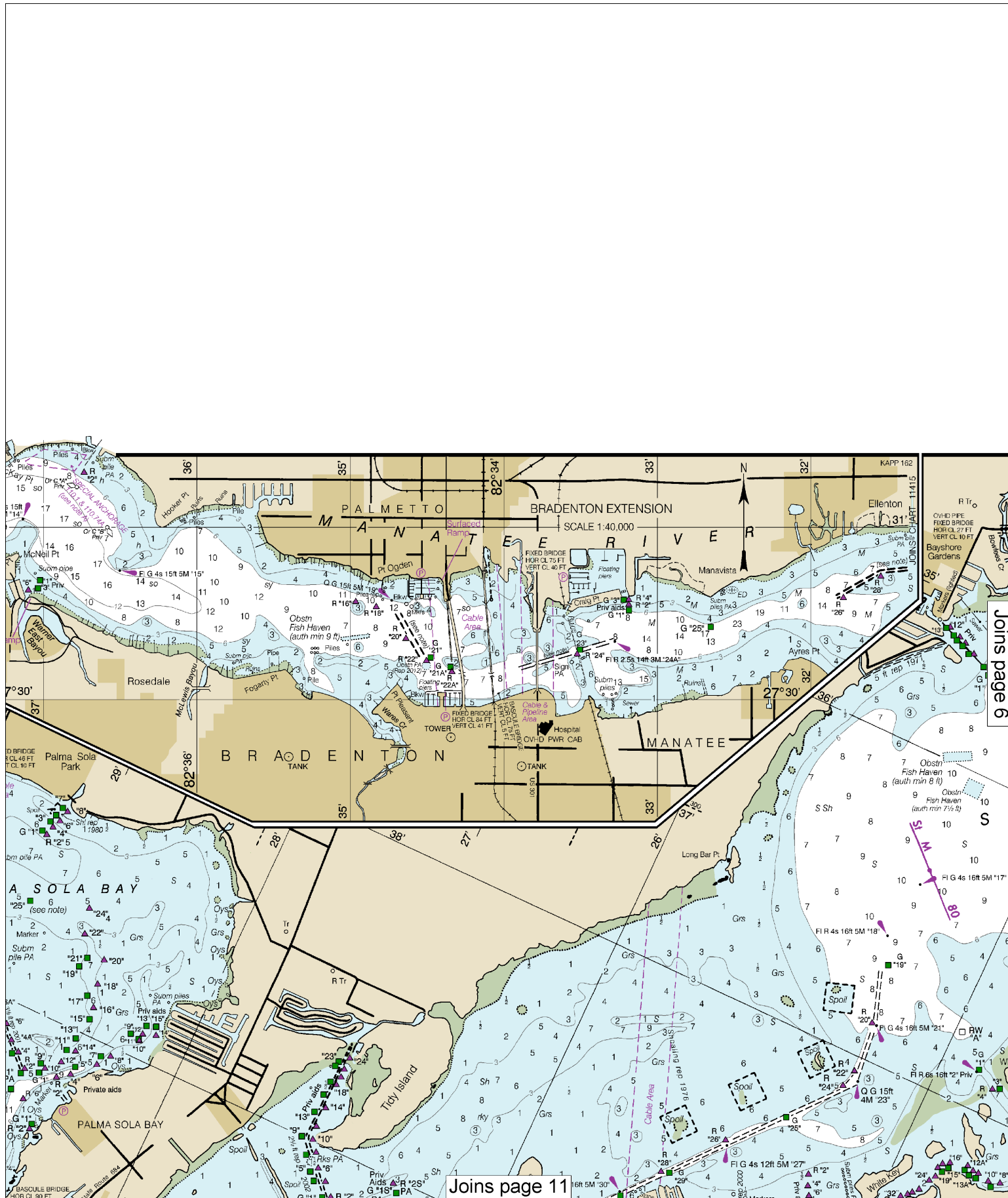
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

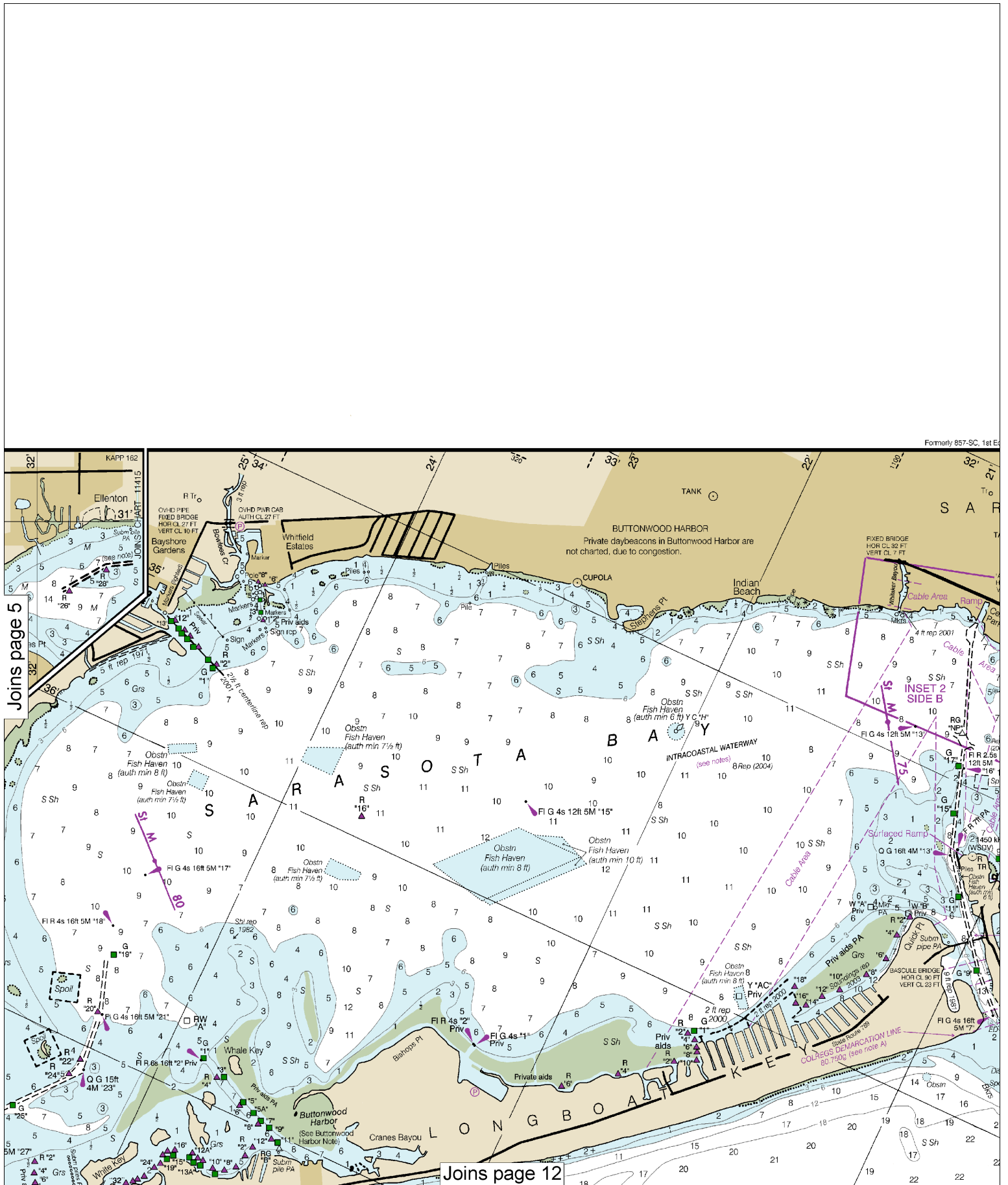
SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



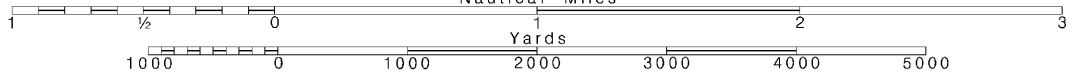
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

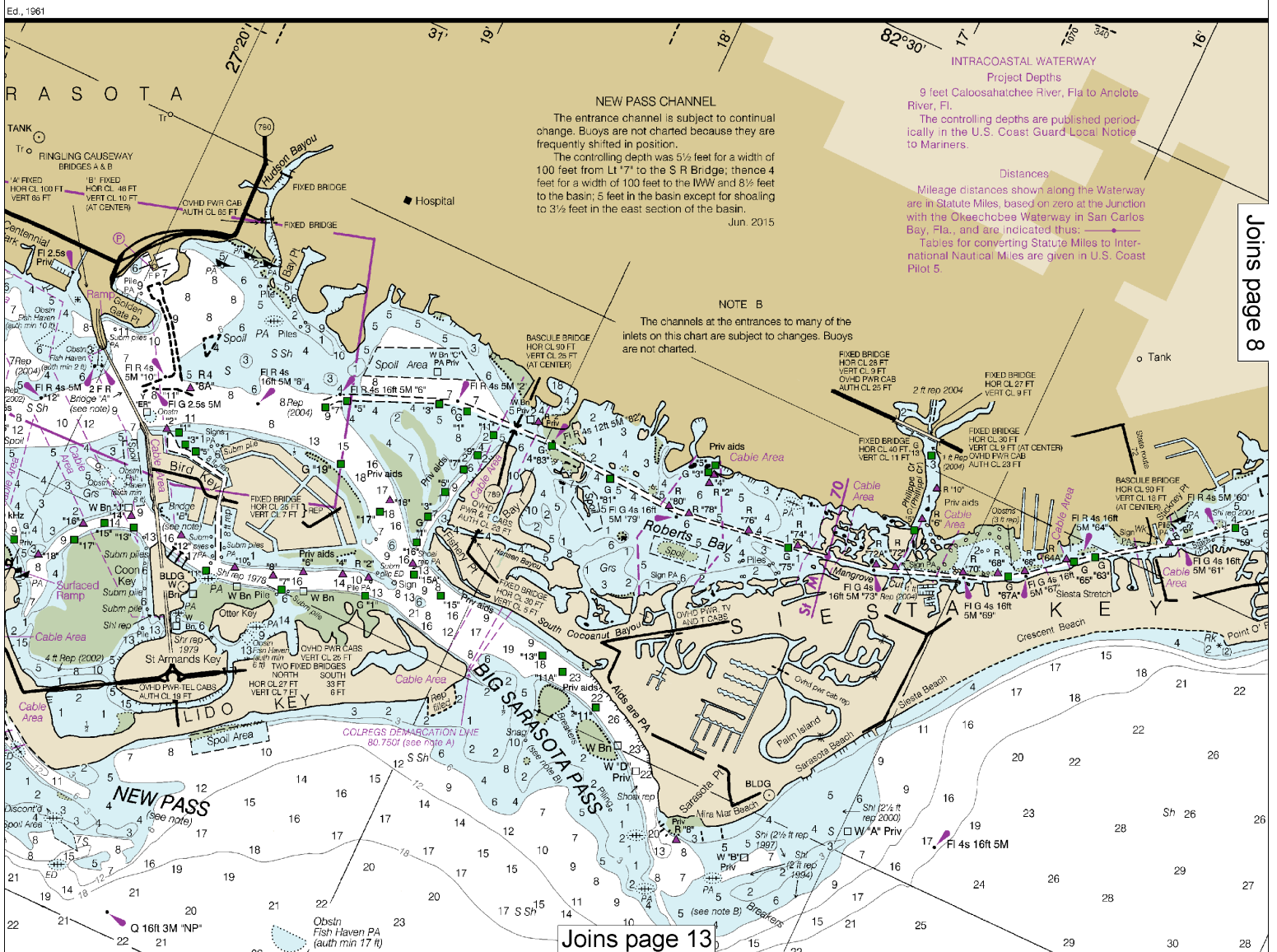
RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Ⓟ Pump-out facilities

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)



WARNINGS CONCERNING LARGE VESSELS

RADAR REFLECTORS

WARNING

POLLUTION REPORTS

SUPPLEMENTAL INFORMATION

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

A horizontal yellow band provides no later information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals, thus: -+-. The last three digits are omitted.

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

with the complete text
Guard publication

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Guard District
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ge 7

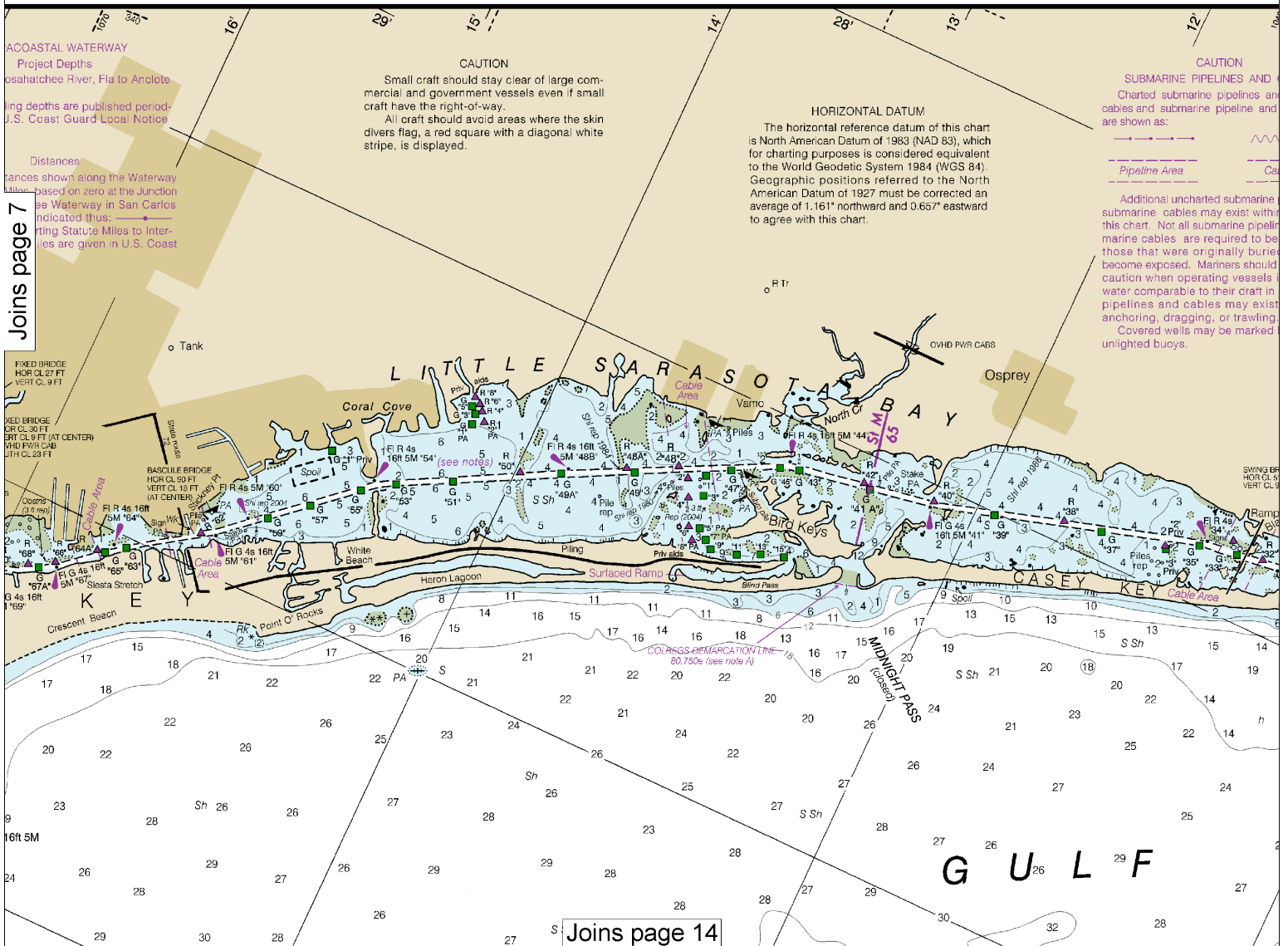
FIXED BRIDGE
HOR CL 27 FT
VERT CL 9 FT

FIXED BRIDGE
HOR CL 30 FT
VERT CL 9 FT (AT CENTER)
WHD FWR CAB
LTH CL 23 FT

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.161" northward and 0.657" eastward to agree with this chart.

Additional uncharted submarine cables may exist within this chart. Not all submarine pipeline cables are required to be those that were originally buried and become exposed. Mariners should exercise caution when operating vessels in water comparable to their draft in pipelines and cables may exist during anchoring, dragging, or trawling. Covered vessels may be marked by unlighted buoys.

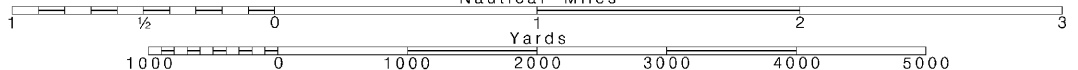


~~SCALE 1:40,000~~
Nautical Miles

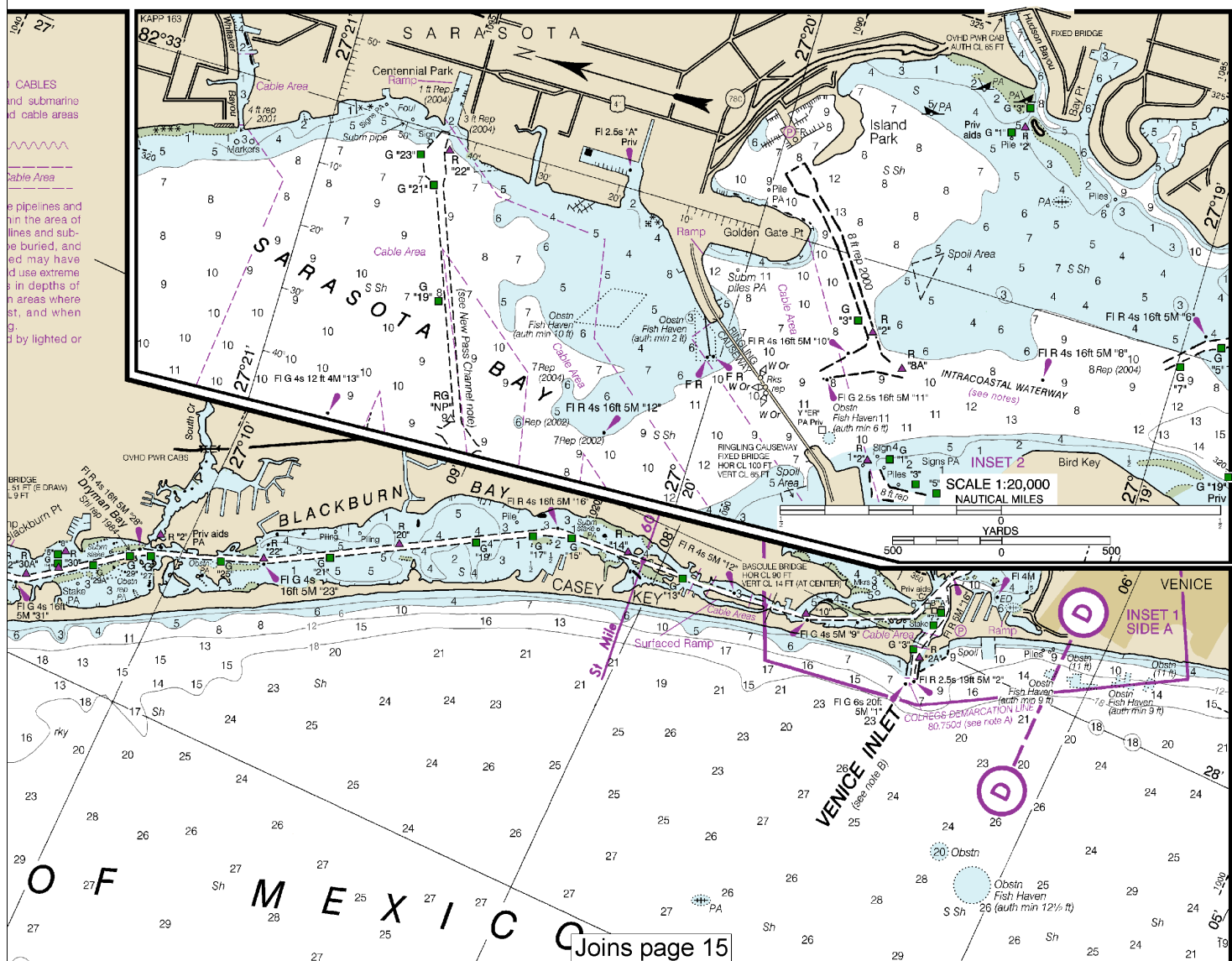
See Note on page 5.

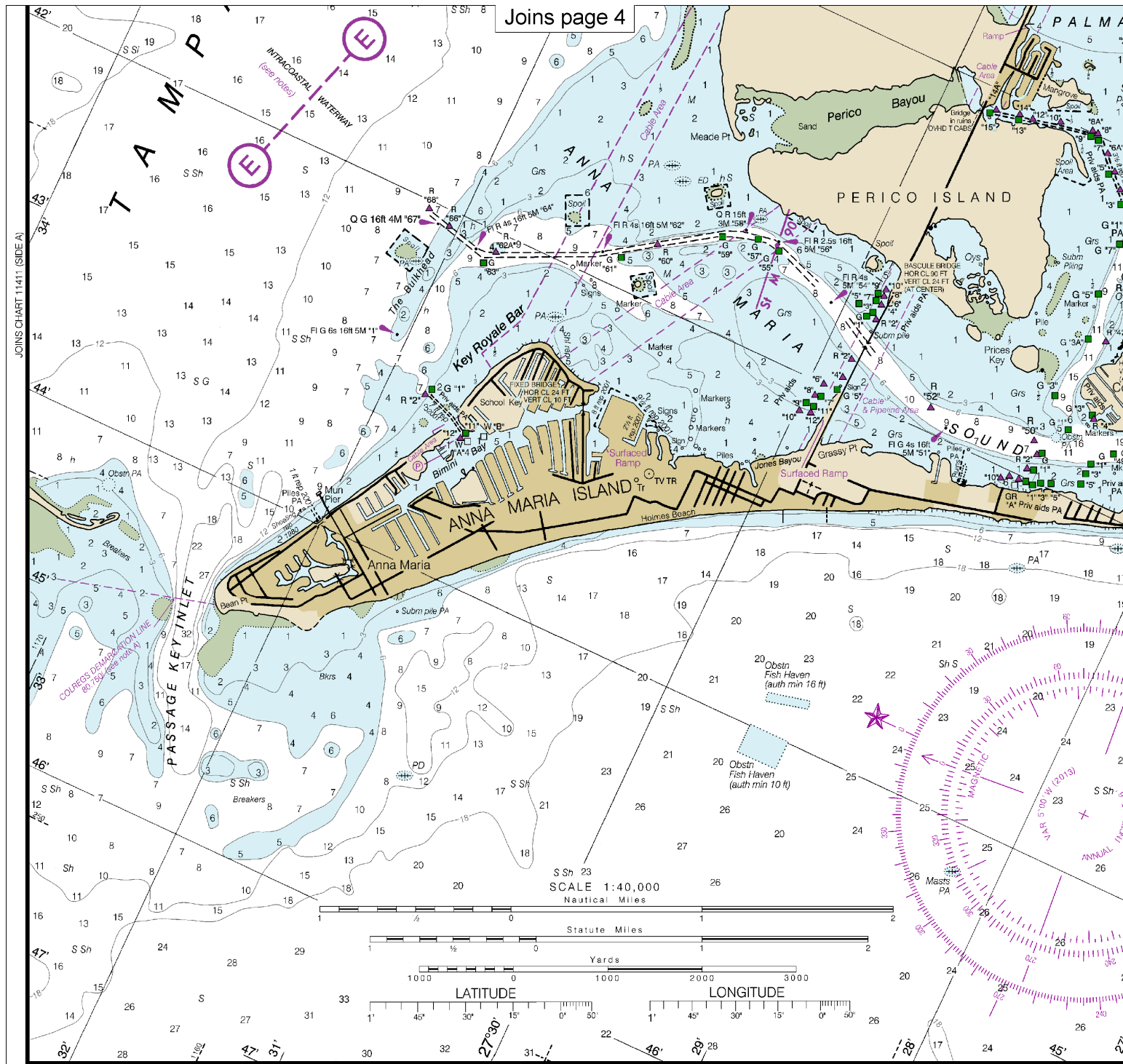


Note: Chart grid lines are aligned with true north.



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11425

CONTINUED ON CHART 11412

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, Fla. to Anclote
River, Fla.
The controlling depths are published periodically
in the U.S. Coast Guard Local Notice to Mariners

Distances
Mileage distances shown along the Waterway
are in Statute Miles, based on zero at the Junction
with the Okeechobee Waterway in San Carlos Bay,
Fla and are indicated thus: ————

Tables for converting Statute Miles to Inter-
national Nautical Miles are given in U.S. Coast
Pilot 5.

Joins page 16

PLA

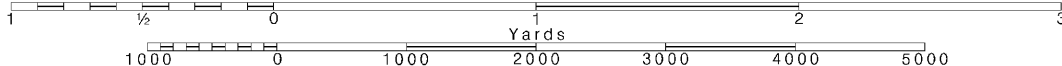
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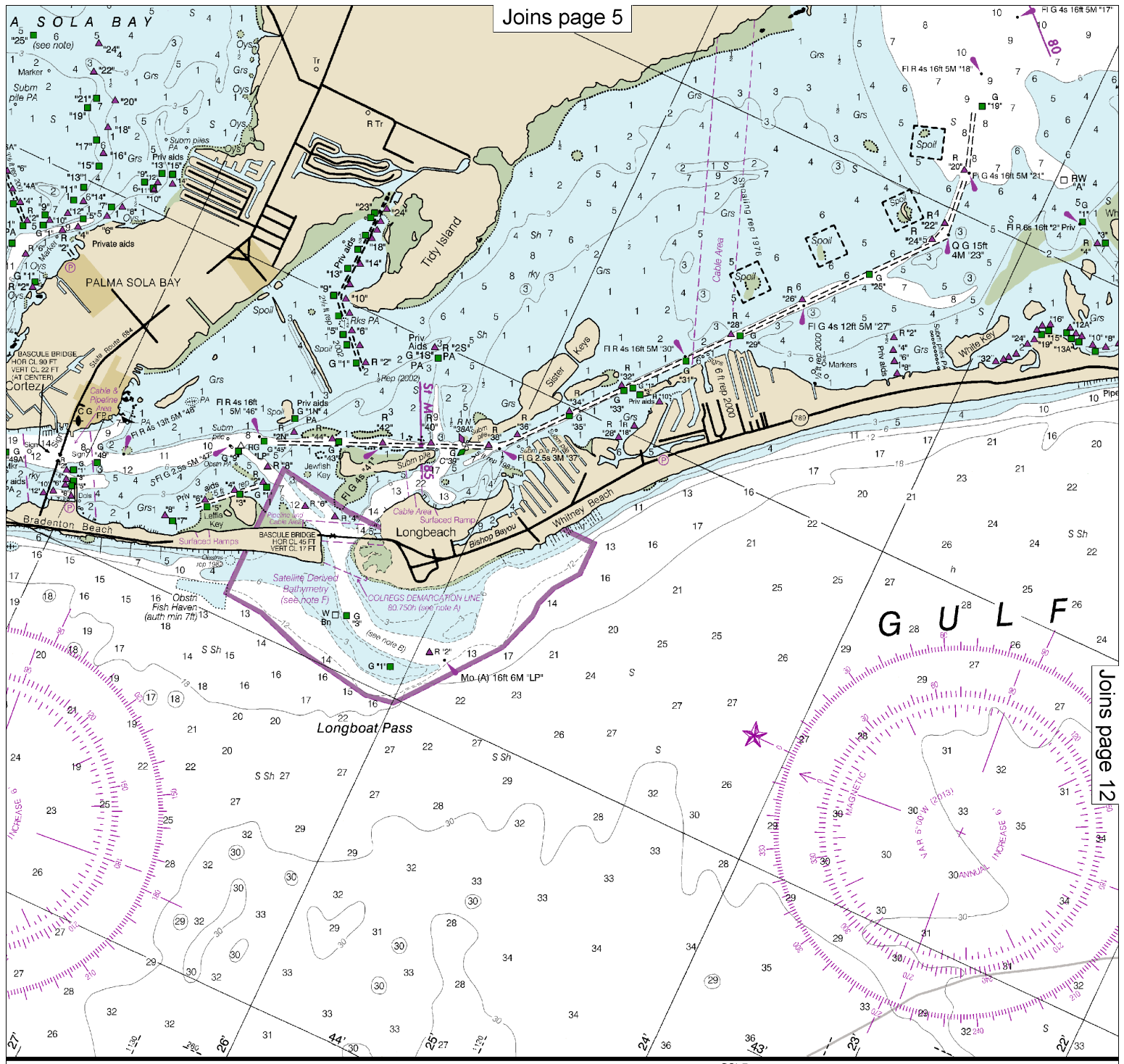
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

Joins page 12

CONTINUED ON CHART 11424

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING

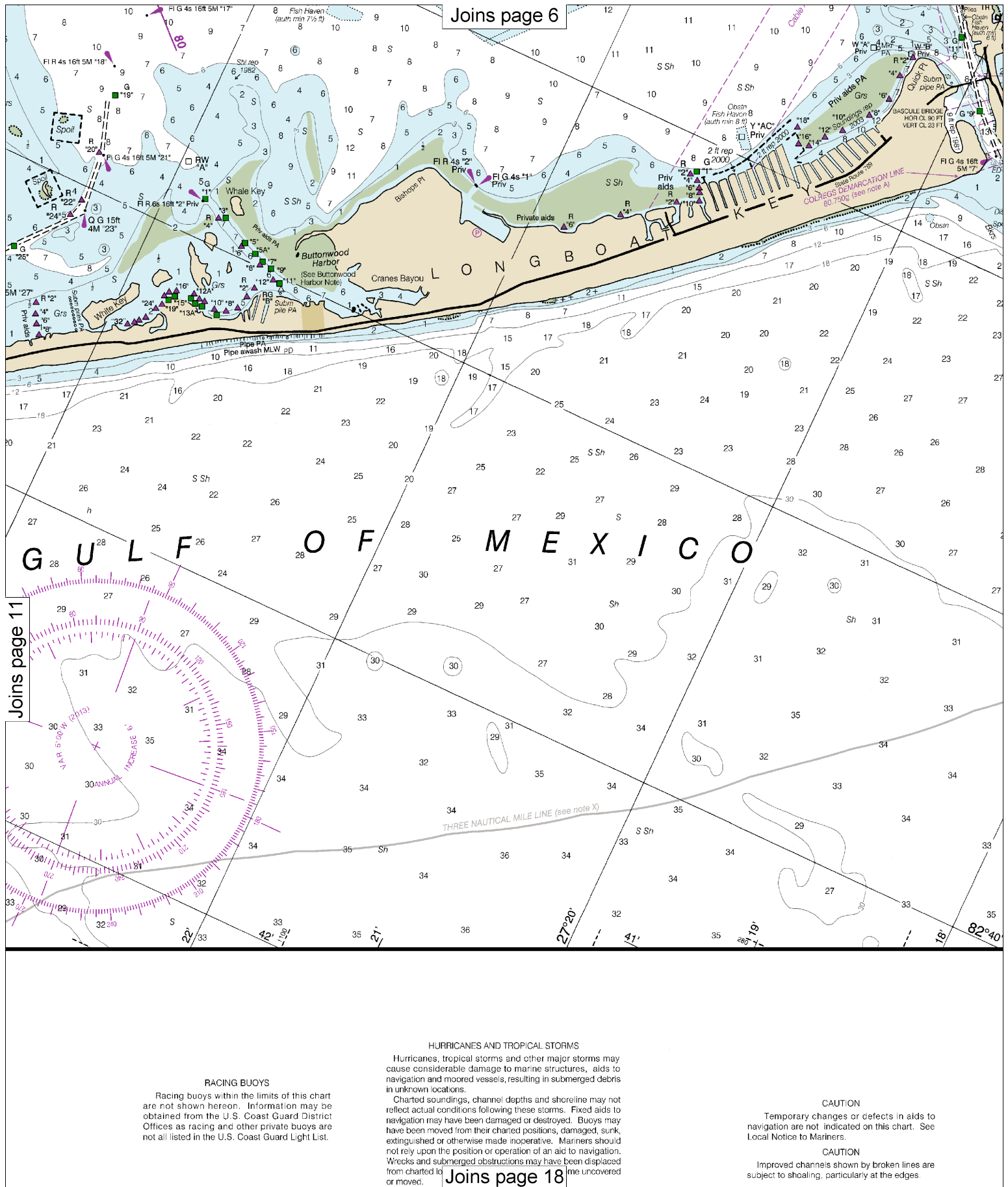
Racing buoys within are not shown hereon obtained from the U.S. Offices as racing and not all listed in the U.S.

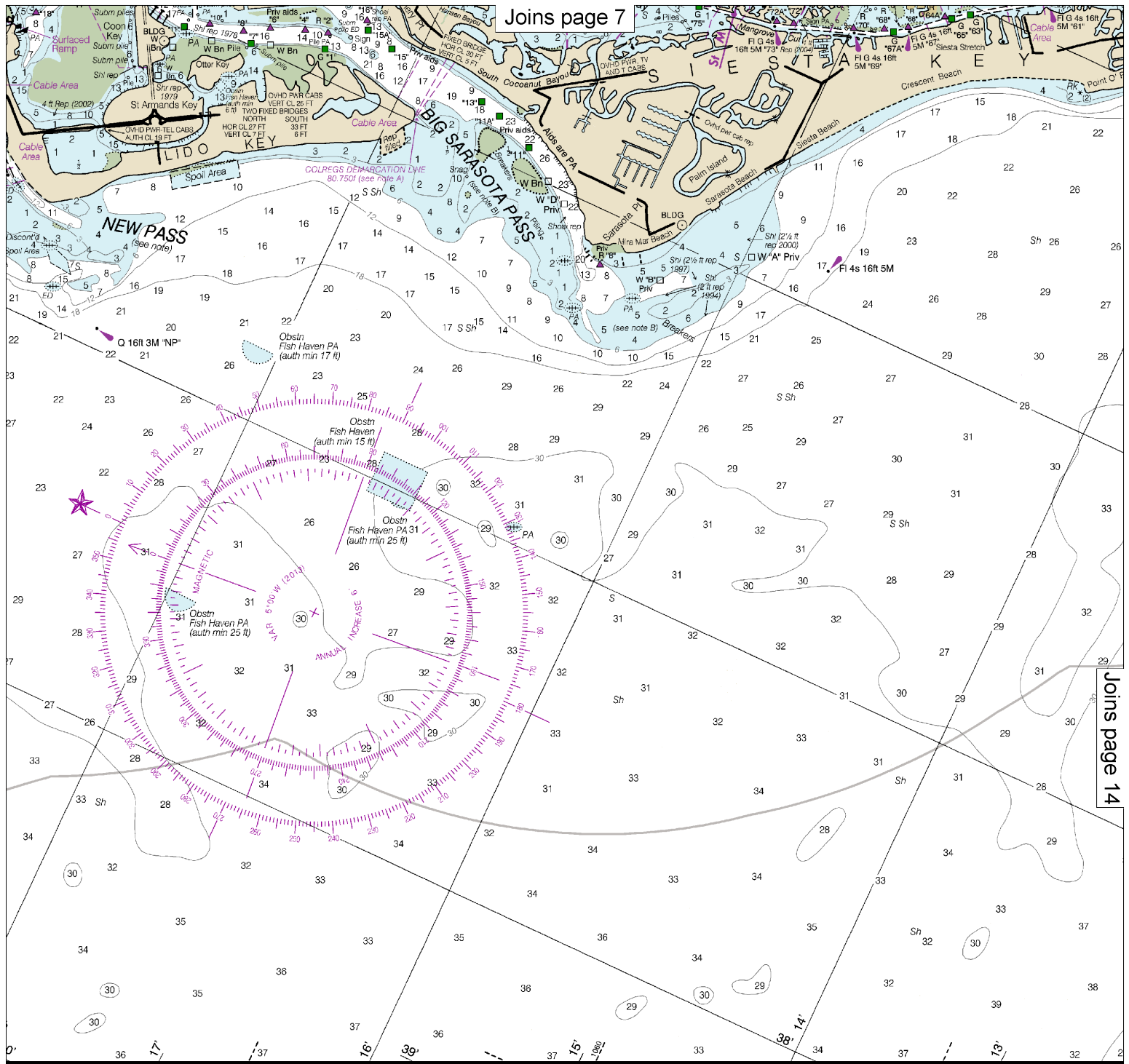
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflectors have been

LANE COORDINATE GRID

Joins page 17





Joins page 7

Joins page 14

CONTINUED ON CHART 11424

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

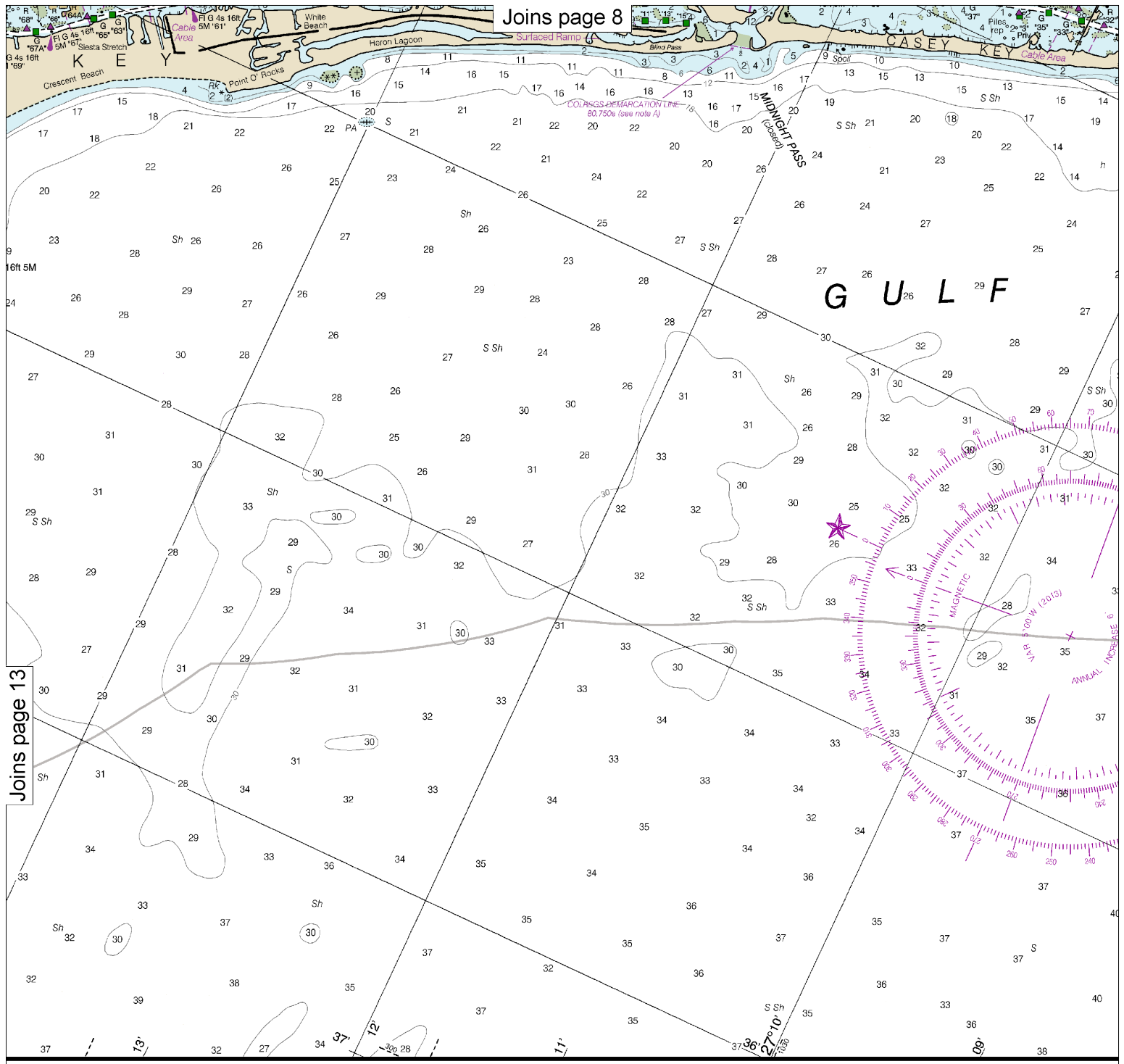
The prudent mariner will not rely on this chart alone.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. The inner limit of Federal fisheries jurisdiction and the outer limit of the continental shelf of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone.

Joins page 19

Navigation regulations apply to all vessels. For the latest regulations, consult the Notice to Mariners or the 7th Coast Guard District of the District Engineer, Florida.



Joins page 8

Joins page 13

CONTINUED ON CHART 114

Presidential Proclamation, previously identified as the epicontinental shelf boundary off the Gulf coast line elsewhere remain in the outer limit of the shelf and the 200-nautical

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that smaller vessels unexpectedly find themselves in hazardous seas.

Joins page 20

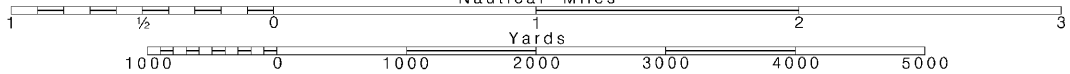
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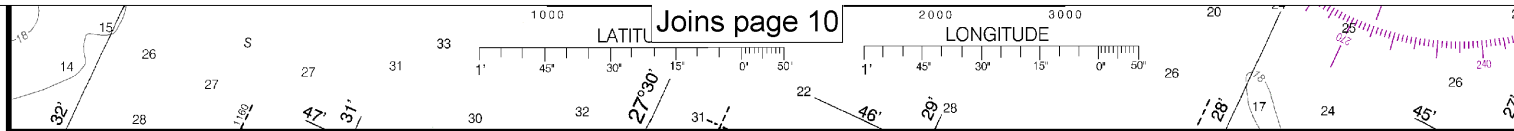
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





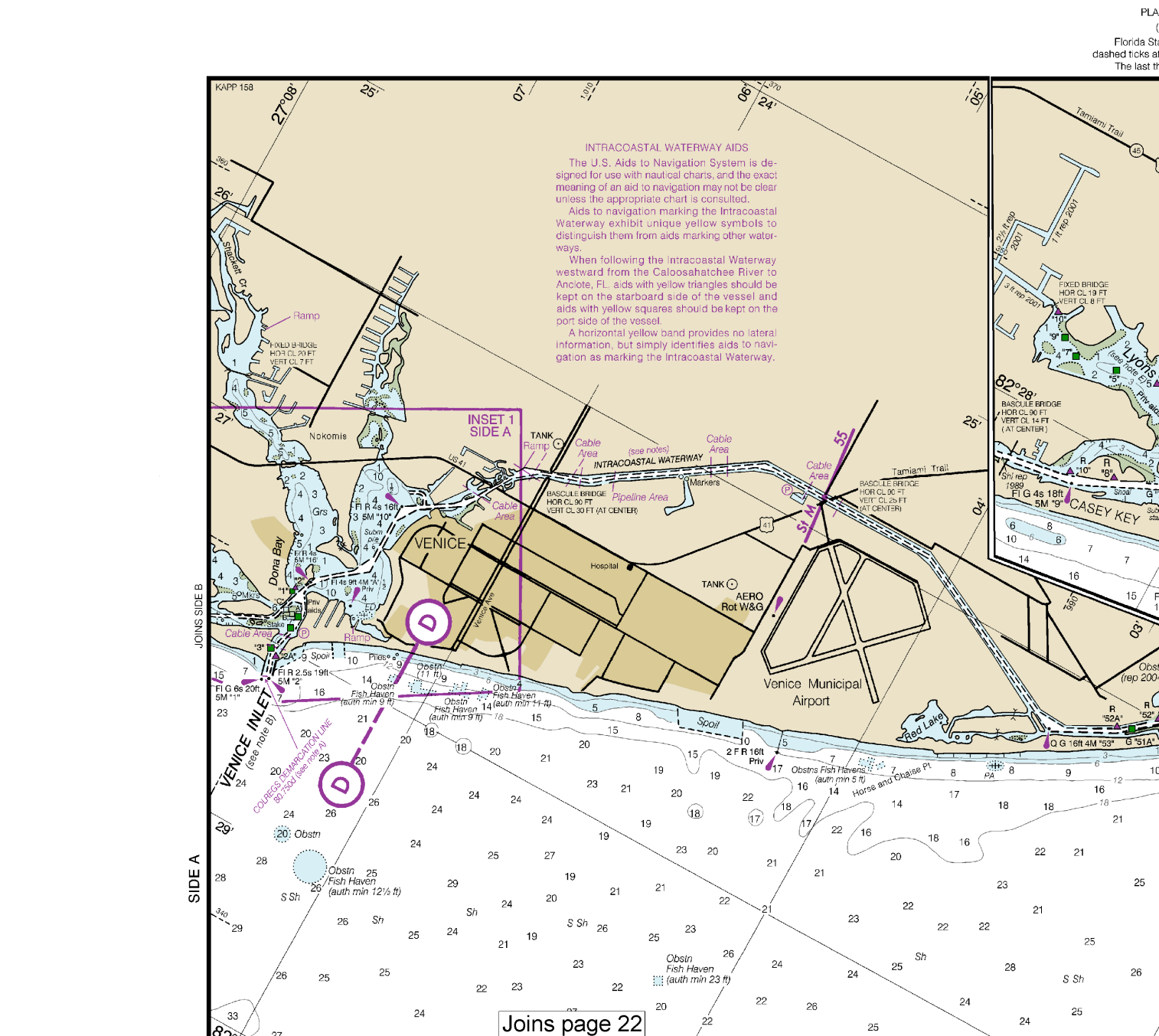
11425

CONTINUED ON CHART 11412

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, Fla. to Anclote River, Fla.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners

Distances
Mileage distances shown along the Waterway are in Statute Miles, based on zero at the Junction with the Okeechobee Waterway in San Carlos Bay, Fla. and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.



16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Yards

1000 0 1000 2000 3000 4000 5000

CONTINUED ON CHART 11424

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

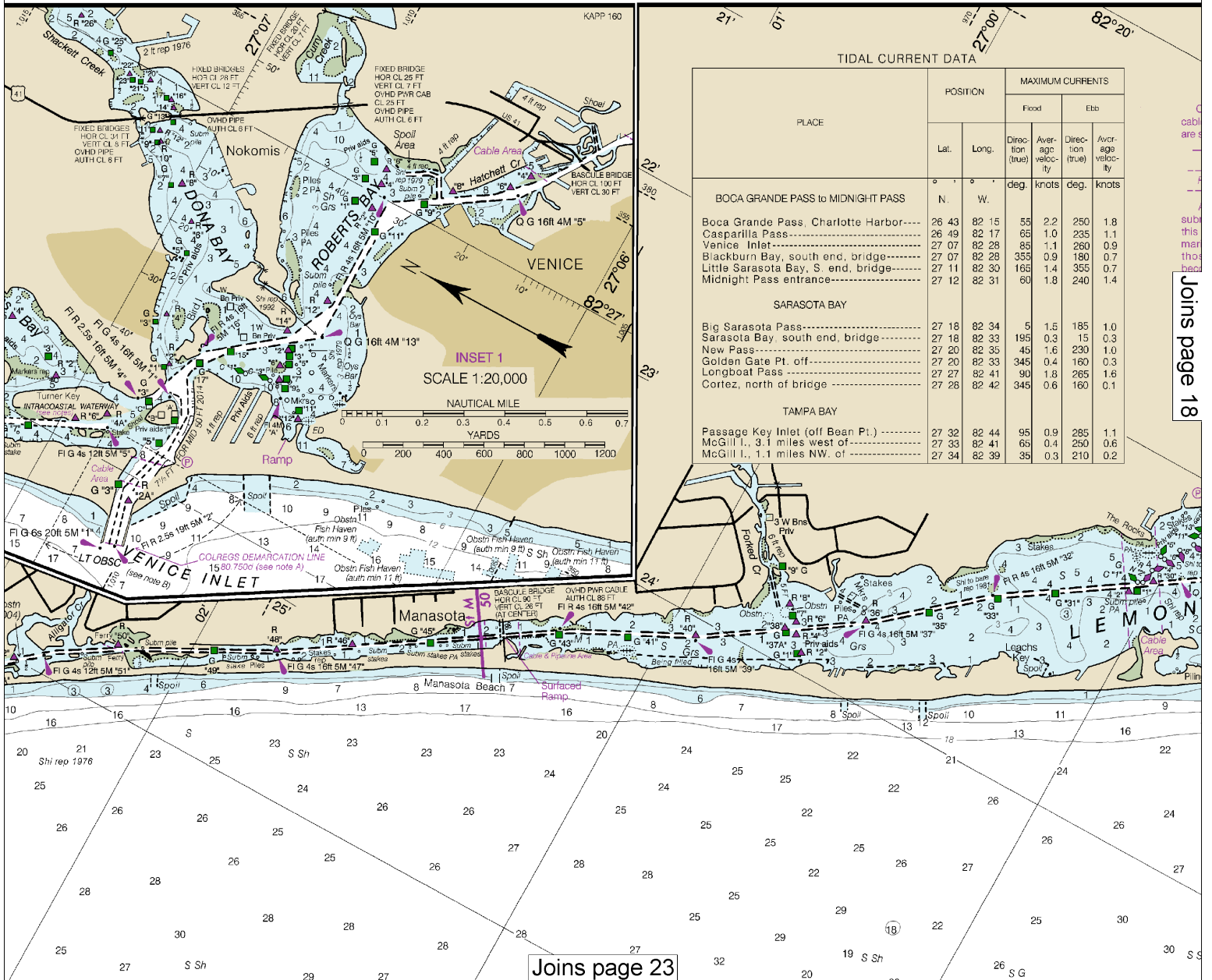
RACING

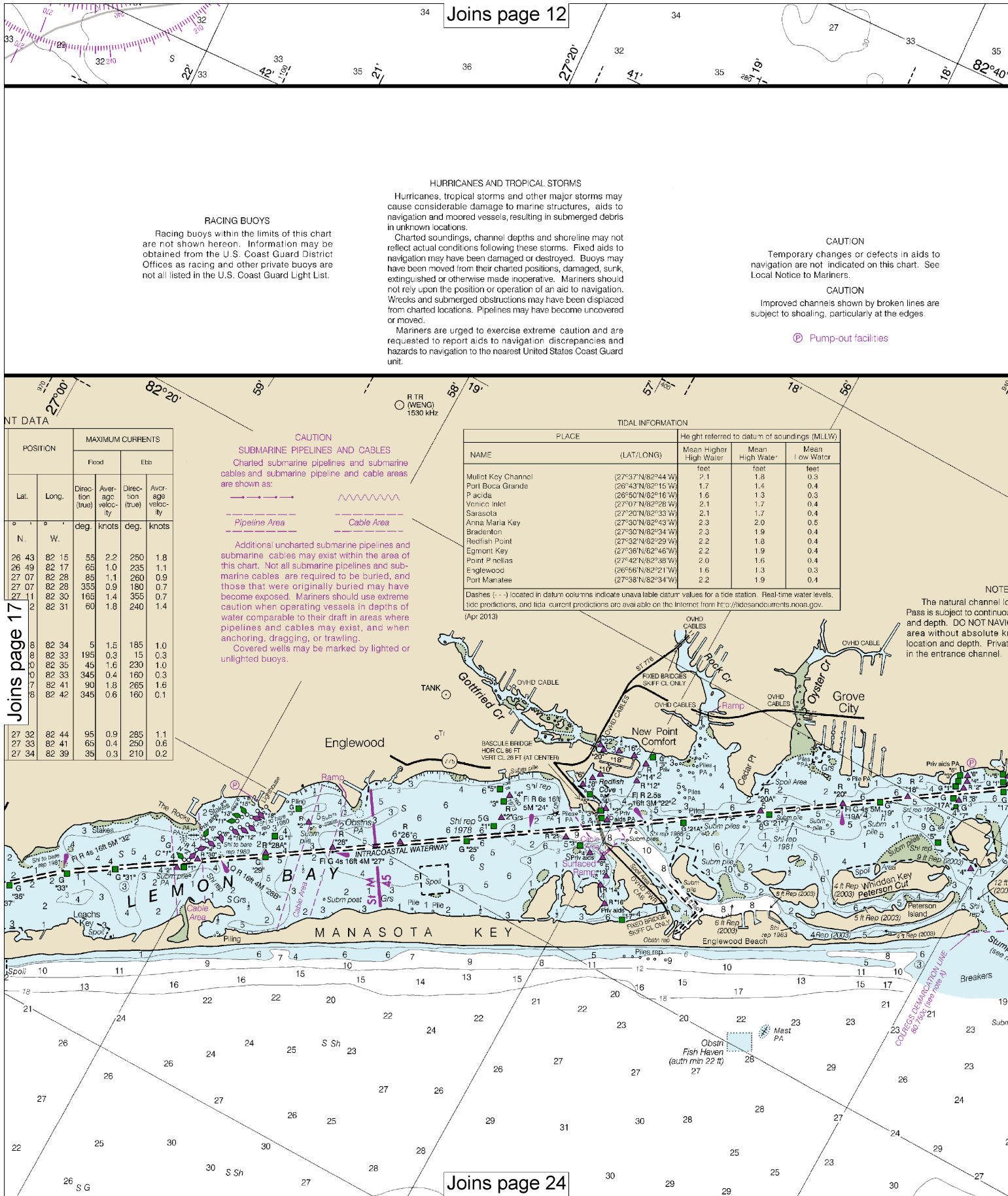
Racing buoys within are not shown hereon obtained from the U.S. Offices as racing and not all listed in the U.S.

PLANE COORDINATE GRID

(based on NAD 1927)

State Grid, west zone, is indicated by at 10,000 foot intervals thus: three digits are omitted.





CONTINUED ON CHART 11424

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Navigation regulations
Coast Pilot 5. Additional
published in the Notice to
regulations may be obtained
7th Coast Guard District
of the District Engineer
Florida.
Refer to charted

Formerly 857-SC, 1st Ed., 1961 KAPP 156

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.161" northward and 0.657" eastward to agree with this chart.

CAUTION**BASCULE BRIDGE CLEARANCES**

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE F
GASPARILLA SOUND BRIDGES

- (A) SWING BRIDGE
Bridge under construction
(see note)
- (B) FIXED BRIDGE
HOR CL 120 FT
VERT CL 23 FT
(AT QUINCY)
OVHD PWR CABLE
AUTH CL 35 FT
- (C) FIXED BRIDGE
HOR CL 40 FT
VERT CL 16 FT
(AT CENTER)
OVHD PWR CABLE
AUTH CL 27 FT

NOTE B

The channels at the entrances to many of the inlets on this chart are subject to changes. Buoys are not charted.

NOTE E

Hydrography and shorelines in this area are subject to continual changes.

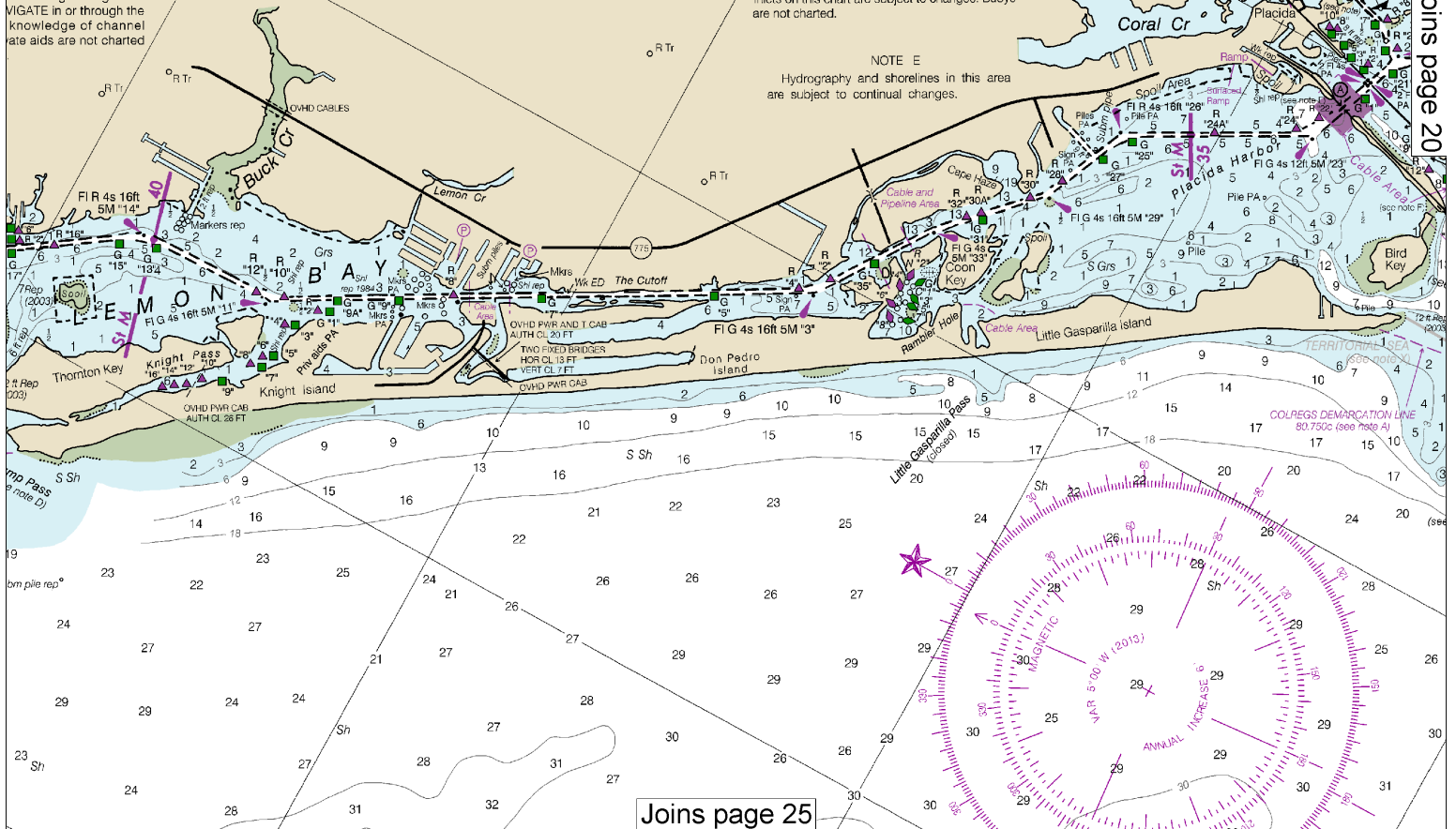
CAUTION

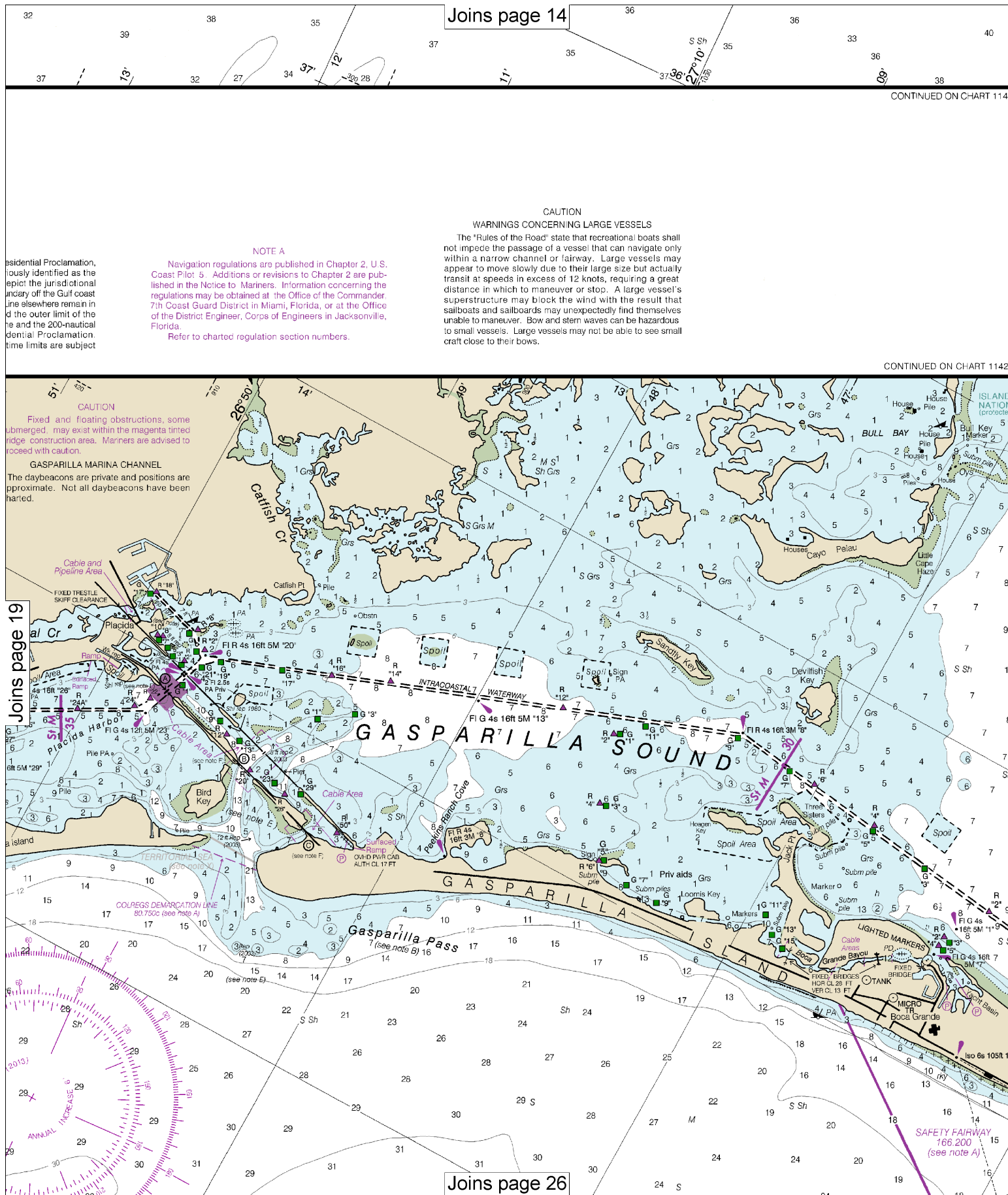
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

GASPARILLA MARINA CHANNEL

The daybeacons are private and positions are approximate. Not all daybeacons have been charted.

location through Stump
ous change in alignment
VIGATE in or through the
knowledge of channel
ate aids are not charted





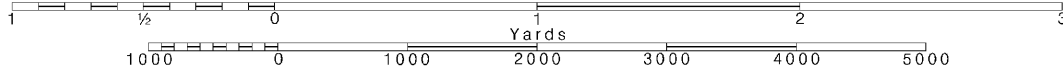
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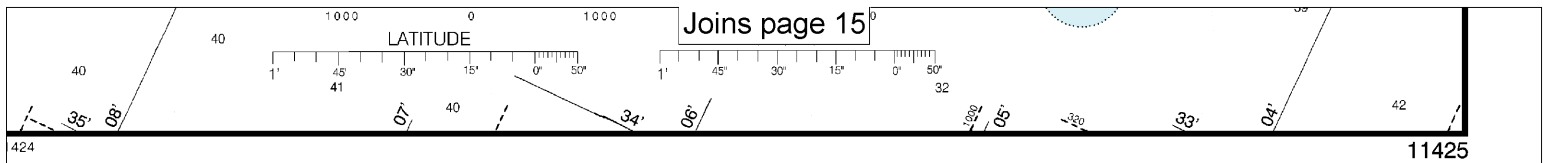
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NAUTICAL CHART 11425

INTRACOASTAL WATERWAY

FLORIDA

CHARLOTTE HARBOR TO TAMPA BAY

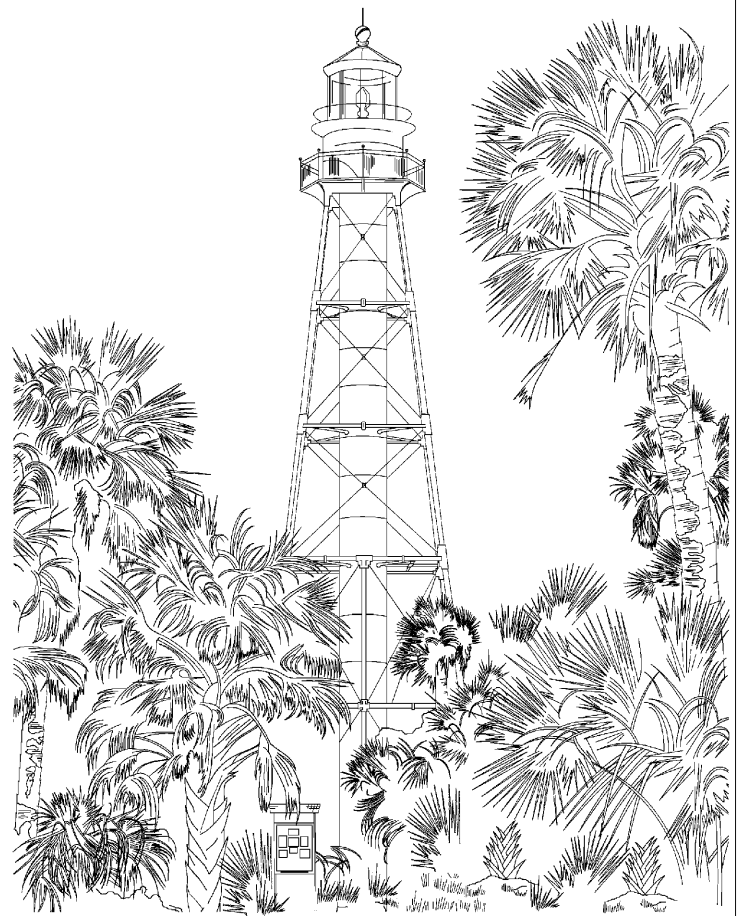
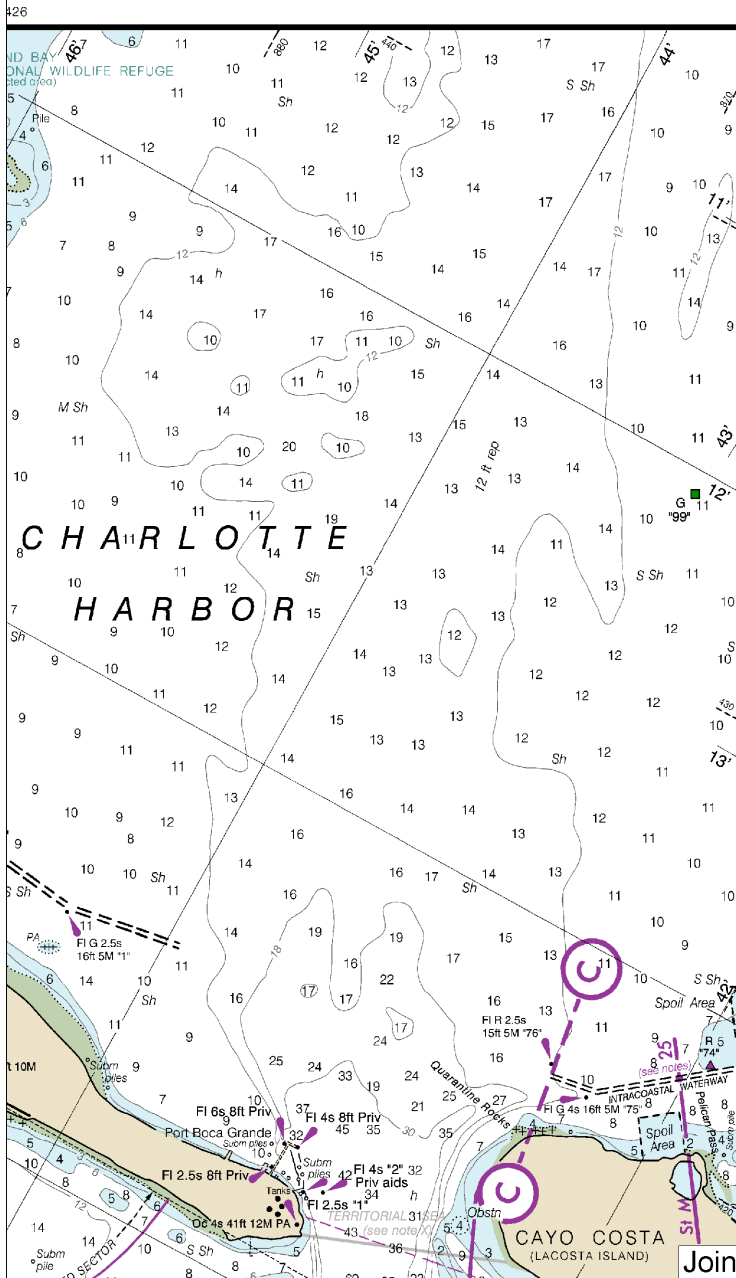
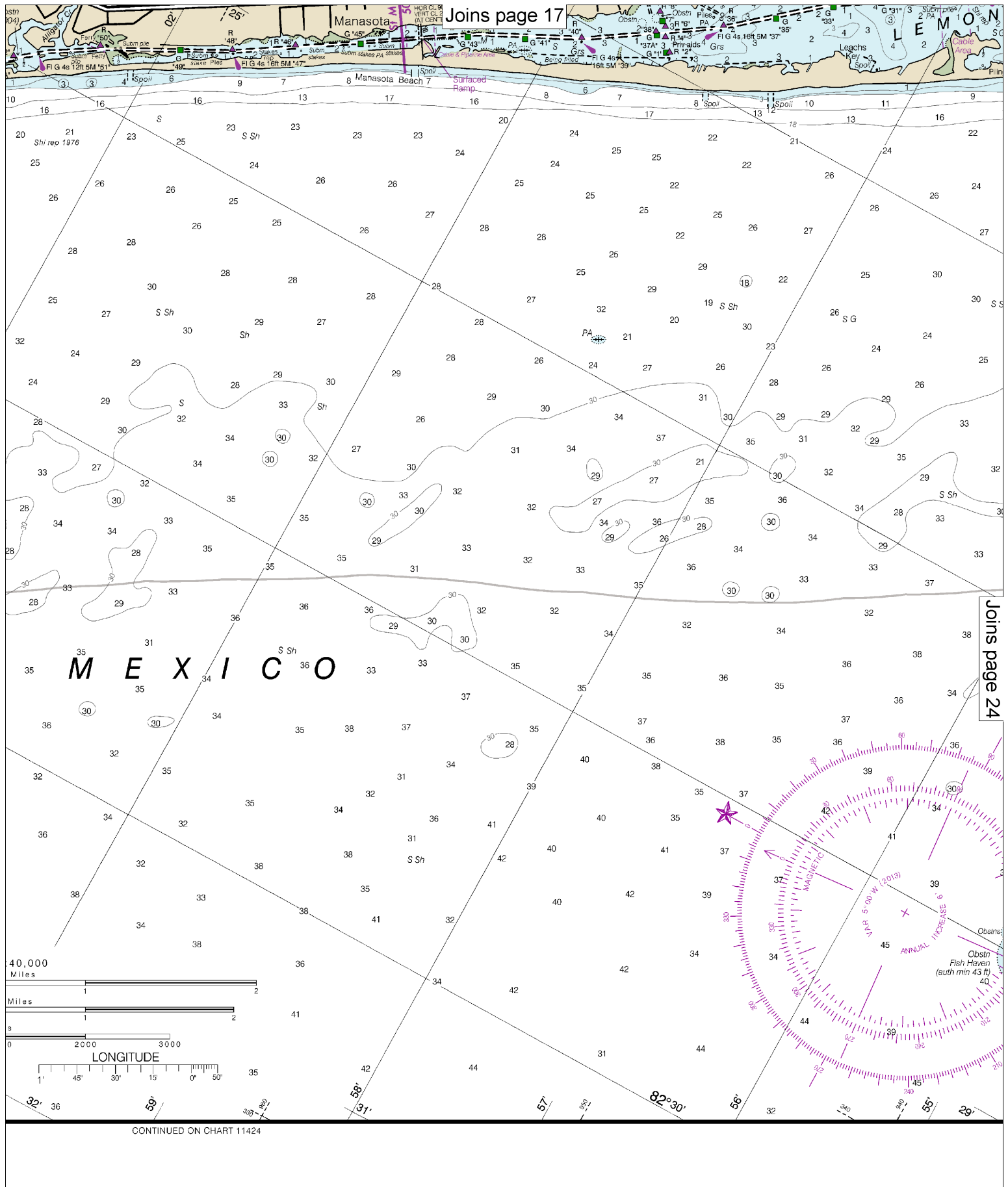
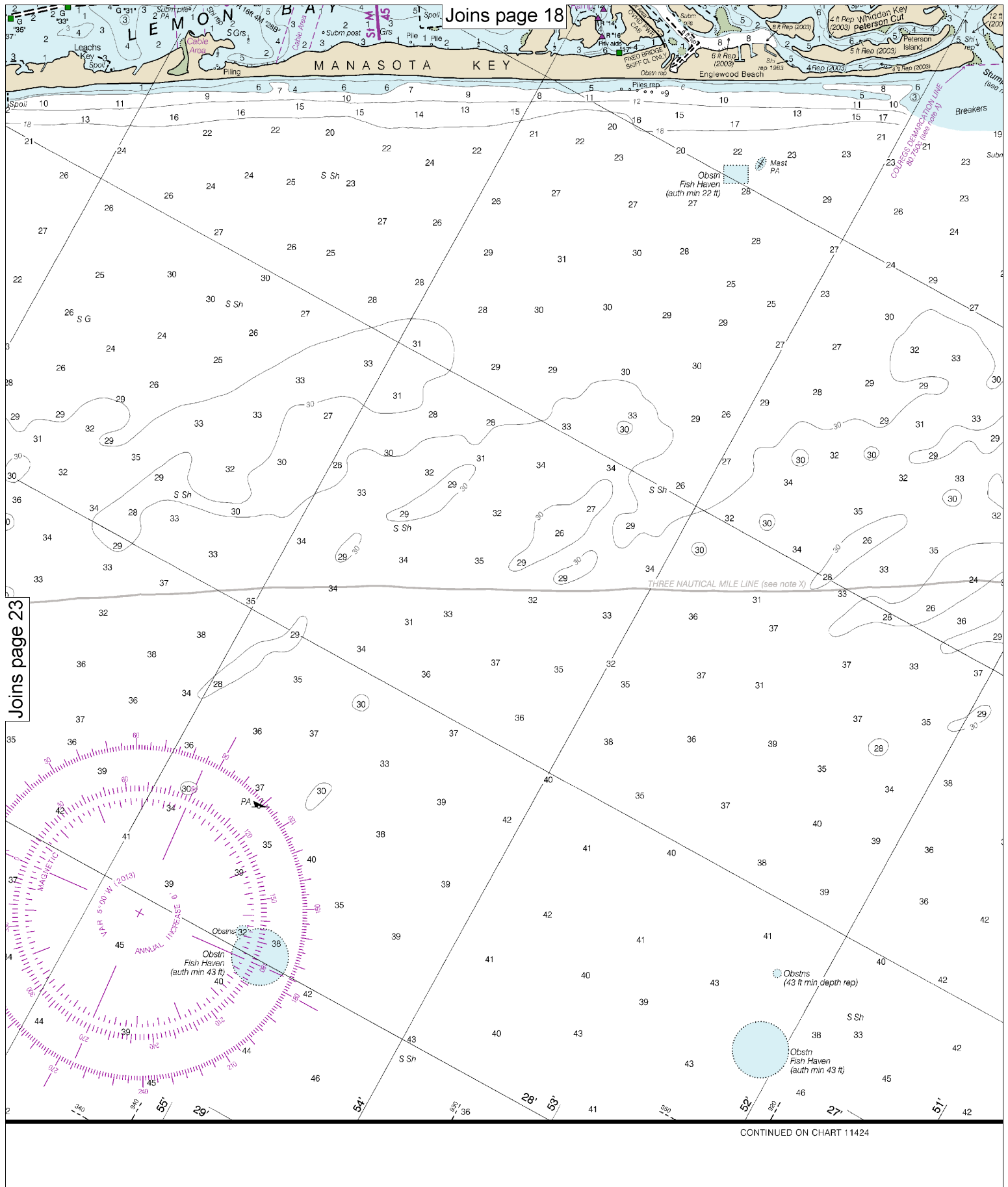


Chart 11425

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE



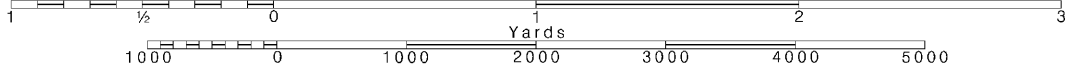


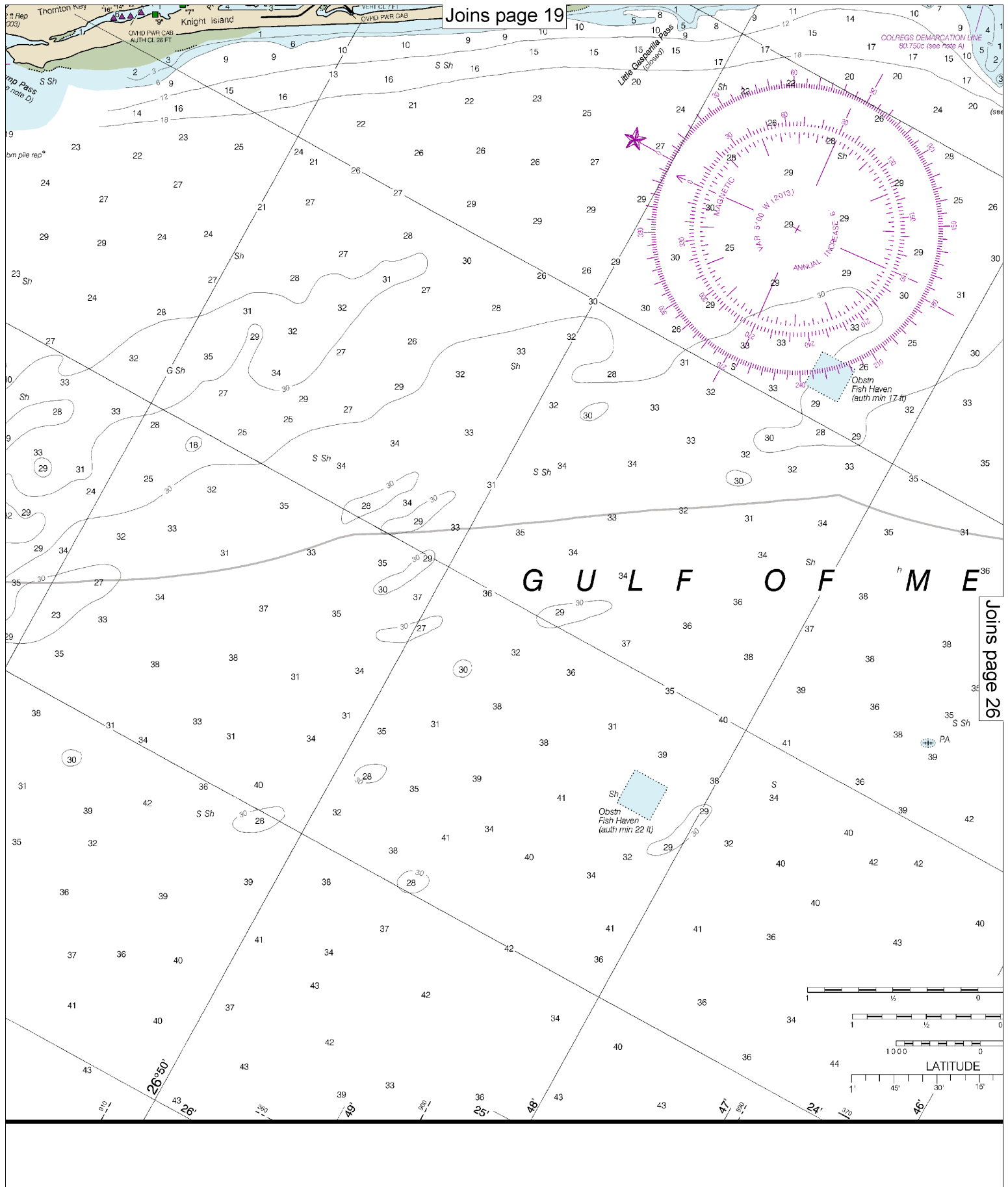
Note: Chart grid lines are aligned with true north.

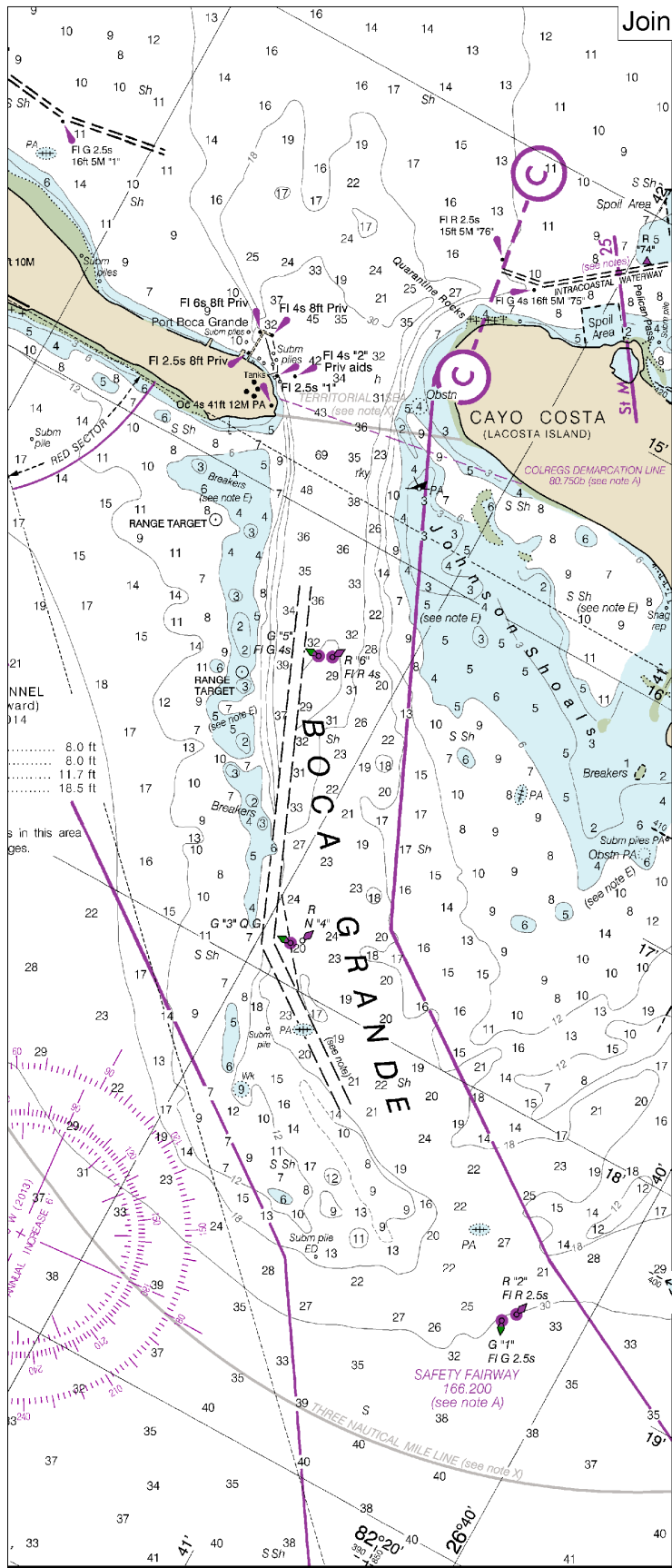
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







JOINS CHART 11427 (SIDE B)

Chart 11425

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Additional information can be obtained at nauticalcharts.noaa.gov.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Manatee Power Squadrons, District 22, United States Power Squadrons, for continually providing essential information for revising this chart.

MERCATOR PROJECTION AT SCALE 1:40,000

SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

SIDE A



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.